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Road building is one of the major items in the program of the present administration in Mexico. The federal government has a well-defined plan for developing a network of highways throughout the republic. With the large income resulting from heavy American tourist travel, the Mexican government plans to build their unit in the International Pacific Highway which will link Alaska and the Argentine.

At present, the roads are impassable in wet weather and even in dry weather, few passenger cars attempt to travel them because of protruding rocks and tree stumps. Other parts of the proposed highway consist, at present, only of ancient burro trails across the mountains.

The contract for the Guadalajara-to-Mexico City construction, a distance of 425 miles, is held by one single firm and practically the entire road is under construction simultaneously with 14,500 men employed. All work is done by hand with an occasional auxiliary ox team. Earth is excavated with metal-tipped wooden shovels, and transported in wheelbarrows or large baskets with head straps.

Today there is a shortage of engineers in Mexico to carry out the government's extensive highway, irrigation, and general building program. Under the present policy, however, there is no room for foreign engineers.